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 I.M. Dean, 33 Chalk Lane, Sidlesham, Chichester 0243 56-284
 N.N. Hardcastle, "Andes", Beacroft Road, Waltham Chase, Southampton, SO3 2LZ
 G. Hawthorn, 12 Ashford Road, Brighton, BN1 6LJ Brighton 509978

Deceased

A.G. Allnutt, 23 Beech Avenue, Chichester
 D.R. Cooke, 3 Warwick Road, Bexhill-on-Sea, TN39 4HG
 E.W. Holden, 93 Penlands Vale, Steyning

Amendment

D.M. Stuttard, 14 Regency Close, Chigwell, Essex, IG7 5NY

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PLEASE NOTE Latest acceptance date for copy for the October Newsletter



SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

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JULY 1989

CHIEF CONTENTS

Brighton's North Laine
 Literary Industrial Archaeology
 Vine's Windmill
 The Hanlye Hand Truck
 Limekilns in East Grinstead
 Sussex Mills Group

DIARY DATES

Saturday, 15th July 6.30 p.m. Members evening at the British Engineerium, off Neville Road, Hove for tour and talk. Normal entrance fee £2.00 (£1.00 OAPs) payable to cover expenses. Volunteers sought to give short informal talk on their I.A. interests. Map reference TQ 286066. Contact P. Holtham 0273 413790.
 Nutley Windmill Open Days are Sundays 30th July and 27th August, Monday 28th August and Sundays 24th September and 15th October.
 Wednesday, 2nd August. Coach operators, Sussex Leamland, are running a trip to Ironbridge Gorge Museum. Adult £15.50, OAP £15.00, Child £13.50, including admission to all sites. Worthing 212188.
 Sunday, 20th August. All day visits by Mills Group (open to all members of SIAS). Meet at 10.30 a.m. West Blatchington Windmill. Map reference TQ 279068, or at 2.00 p.m. at Jill Windmill TQ 303134. Contact D. Cox 0403 711137.
 Saturday, 23rd September. All day visit to Hastings. Meet at 10.30 a.m. outside Crowhurst Church. Parking nearby. Map reference TQ 758123. Contact J. Blackwell 0273 557674.
 Saturday, 25th November. Annual General Meeting followed by talk. Friends' Meeting House, Friary Walk, Lewes 2.30 p.m.

AREA SECRETARIES' REPORTS

WESTERN AREA

We were saddened by the death of Alan Allnutt on 20th May, shortly following that of his wife Joyce and a week after his 80th birthday. His wide-ranging activities for the Society, the Amberley Chalk Pits Museum and in the wider field of IA will be greatly missed. The funeral service at Chichester Crematorium was attended by a number of members, among a congregation which filled the chapel. It was conducted by the Minister of his Church, who spoke eloquently and knowingly of him.

Coultershaw Pump and Poyntz Bridge stand as tangible evidence of his untiring efforts in the Western Area, of which he was Secretary for many years. When well in his 70s he thought nothing of scampering over the roof at Coultershaw fixing tile battens and less than two years ago spent most of the winter scraping the roof trusses.

We extend our sincere sympathy to Martin and Monica, his son and daughter-in-law.

A fuller appreciation of Alan by John Haselfoot appears on p.4 of this issue.

Coultershaw Pump

Visitor numbers on Open Days show a healthy increase.

Due to lack of water and to work by Southern Water on a weir, we were unable to operate on 18th June, and unless the weather changes soon this situation is likely to continue.

Through the kindness of Lord Mersey we now have a pump beam, the drive end of the wheelshaft and sections of the overshot wheel on display from Bignor Park (see SIH No.19).

Poyntz Bridge

Chris Bryan has contributed the following status report:-

A lot of work has still to be done to install the new forged balls in the pivot bearing. The flame-cut 1 1/2" steel plate for the upper bearing ring is with Southdown Engineering of Bognor Regis for machining. A mould for recreating the broken outer skirt of the upper race in fibreglass is under construction.

A few finishing touches to the bridge structure are outstanding; a tie-rod has still to be made and the tie-rod ends await fitting.

The scheme by Alan Allnutt for installing the counterbalance weights is being studied to enable the supporting items to be made.

A stray goose has taken up residence at the bridge site, creating a lot of additional interest among the locals.

Chris hopes to make a short presentation on the bridge at the Members' Evening on 15th July.

MICHAEL PALMER

NORTH SUSSEX AREA

In the industrial estate at Crawley the disappearance continues of the older established companies, those that formed the nucleus of industry in the area when the new town was being established.

The APV site is now almost flattened and the adjacent Edwards High Vacuum site under siege. Further along, the Silentbloc site is in progress of demolition and still within the Manor Royal Road the Lloyds Register of Shipping is on the move to Croydon and Burgess Hill.

The continuing trend is away from manufacturing industry and towards service industries and distribution warehouses, in line with Gatwick Airport growth. Little if any of this activity is being recorded and future analysis of commercial activity will be very difficult.

At Ifield Mill our open days have been well attended; particularly on Mills Open Day (14th May) when over 250 people passed through in 2 1/2 hours! A full size layout (Rod) is being drawn of the new spur wheel which will be about 9 ft. in diameter and the rim sections will be rough cut shortly and then left to a future season.

The Lowfield Heath Windmill reconstruction is progressing to schedule thanks to the fine weather! The buck is now being re-erected onto the post and in the next few weeks the front and rear frames should be in place and a recognizable structure be apparent. A great many less dramatic tasks still remain to be done and Peter Jame would be pleased to hear from anyone wanting to assist (Crawley 540705).

E.W. HENBERY

ALL-DAY VISIT TO SITES IN HAMPSHIRE - 27TH MAY

On a warm, sunny Saturday in late May, some eighteen members gathered at Twyford Pumping Station, south of Winchester. After a welcome cup of coffee, we divided into two groups to tour the works, led by Ron Mapp and Edwin Course.

Twyford has been preserved as an almost complete traditional pumping station. It was scheduled as an ancient monument in 1974. The earliest workshop dates from 1900 and the range of buildings consists of some fine red-brick, terra-cotta patterned engine-houses (dated 1905 and 1912) with 1916 and 1934 buildings attached. The plant consists of a Hathorn-Davey triple expansion vertical steam pumping engine, a Babcock and Wilcox boiler, three diesel engines and five lime kilns for the water-softening process. It was most interesting to inspect the 1902 kilns and to see the small inclined tramway built to take the wagons to the charging floor. We also saw the slaking pit where the lime from the kilns was mixed with water, the softening tank and the filter house where

the final stages of the softening process were accomplished.

Our next port of call was Eling Tide Mill, which involved a half hour journey through Southampton to Totton and thence to Eling on the estuary of the River Test. Here we were given a guided tour, with demonstrations, of the working of the Mill which was restored between 1975 and 1980 and then re-opened as a working museum. The mill is worked by closing all hatches on the previous low water and the incoming tide pours through the sea hatch flaps to fill the tidal mill pond. The impounded water is released through the internal eastern hatch once the tide has receded sufficiently to clear the waterwheel of backwater. About four hours milling time are available each tide making eight hours each day. The milling rate is three 32 Kg sacks per hours.

Running slightly behind our timetable, we then proceeded back into Southampton and to Ocean Village - a large complex at the docks, where we had lunch. We were to have looked over SS Shieldhall, but as she had been removed from her moorings we took the ferry across Southampton Water to Hythe instead. Here we spent a pleasant 20 minutes travelling across the water, followed by a short ride on the pier railway down to Hythe where we spent about a quarter of an hour or so in the village, window-shopping, ice-cream eating, etc., before returning on the train and ferry to Southampton.

Our final destination of the day was Fareham, where we parked on the quayside and were given some interesting information on the industrial history of the area by our guide for the day, Pam Moore. Fareham had once been a busy port but now most of its maritime activities were directed towards the leisure industry.

At the end of this full, but very interesting day, we gave a vote of thanks to Pam Moore and Edwin Course from Southampton University I.A. Group for a very enjoyable and informative tour of just some of the many industrial sites that are still working and able to be visited, in this corner of Hampshire.

DIANA DURDEN

VISIT TO CHICHESTER 17 June 1989

I suppose one can blame a combination of a six figure instead of an eight figure map reference, a public car park opposite and my poor telephonic directions for the fact that almost everyone managed to park in a difference place - I travelled by train! By 2.20 the anticipated number (14) had arrived but bore little resemblance to the list of those who had notified their intended presence. By 2.30 we were up to 20, which equalled the stock of prepared maps brought by Ray Riley. We therefore set off at a smart pace, leaving any unannounced latecomers to their own devices.

First object of interest was a highly ornamental Stench Pipe viewed from a distance of some 200 yards - though not for the reasons you might think. Then via the old railway warehouse, Gasworks Wall (made mostly from remnants of the old retort refractory linings), Selsey tram terminus (somewhere over to your right but you can't see anything and even less now that a wooden fence has been put up), the Canal Basin with "Richmond" public house (knapped flint wall with "galleting" - a new buzz word for most of us describing flint chips set in the mortar, a fairly common building technique in West Sussex), and finally to stand on the canal bank opposite the legendary Poyntz Bridge. Its restoration is almost finished and awaits only some final but tricky machining work on the ball race assembly, which Chris Bryan tried hard to explain to us against the noisy background of the adjacent school sports.

Tearing ourselves away from the bridge, much to the obvious relief of a bemused couple who had prior to our arrival been quietly sitting on a nearby bench, we set off at speed to view all the other sites - iron works, breweries, maltings, Corn Exchange and associated granaries, wooden workshops, a turntable (vehicle not railway), Mr Shippam's smelly factory (Bloater Paste day?), and - sighted by Ron - mathematical tiles. Such was our rate of progress that if one stopped overlong to admire anything there was a distinct danger of losing touch with the main party; indeed it has to be admitted that our numbers were in fact reduced by two half way round and we never saw them again!

So after nearly 2 1/2 hours of intriguing and enjoyable perambulations the large majority of the party managed it back to the start point; not a little weary and footsore but with the distinctly masochistic satisfaction of having probably seen all the IA that

Chichester had to offer on one of the hottest days in the year. Our thanks to Ray Riley for his considerable time and effort in organizing and leading a tour full of interest and incident - and thanks and congratulations to all who came and survived!

TONY BAXTER

OBITUARY - A.G. ALLNUTT

Alan Allnutt, who died on 20th May after a short illness, was one of the most hard-working and enthusiastic members of the SIAS. A Fellow of the Institute of Civil Engineers, he was already interested in Industrial Archaeology having worked for some time on the Institute's record of early structures of historical interest. On retiring from a responsible position at Portsmouth Dockyard he joined the SIAS in early 1974 and shortly afterwards accepted the position of West Sussex Secretary, a post which he reluctantly resigned in the autumn of 1981, though he remained on the Committee until the end of 1985.

He became interested in restoration work and in October 1975 he organized a working party at Coultershaw Mill to assess the possibility of restoring the pump to working order. The mill itself had long been demolished but a water-wheel driven pump remained in the basement which, installed in 1792, had pumped water up from the River Rother to supply Petworth House and town. A great deal of work was involved in the restoration and it was fortunate that Alan was a good mechanical engineer as well, with his own workshop. The pump was restored to working order, supplying a small fountain outside, and an official opening was held on 4th July 1980. Subsequently a 100 year old barn from Goodwood was erected over the pump to house an exhibition and display, and opened to the public in the summer of 1982.

At the end of 1982 Alan started a project to restore and re-position Poyntz Bridge, an old swing bridge over the Chichester Canal. This will probably be operative by the end of this year and it is a tragedy that he did not live to see his project completed.

As well as giving advice on various projects Alan had many other interests which he researched and contributed a number of articles on these to the Newsletter. These included seaside piers, the structure of the Royal Pavilion at Brighton, early aviation efforts by Weiss at Amberley, various agricultural engineering projects in Sussex, and C.E. Jessop's work on railways and harbours in Sussex from 1793 to 1820.

Alan was a man of very wide interests and abilities; he worked tremendously for the SIAS and Amberley Chalk Pits Museum, of which he was a patron. His death will be a great loss to the many projects in which he was interested and to all his many friends in Sussex.

JOHN HASELFOOT

SHOREHAM HARBOUR PHOTOGRAPHS

Several photographs of Shoreham Harbour in the 1920s have been received by the Society from Mrs Tourle whose grandfather was the photographer. These have now been placed in the Marlpin Museum at Shoreham for safe keeping and display. We are grateful to Mrs Tourle for making them available.

MOUNTFIELD OVERHEAD CABLE RAILWAY

Mr W.R. Crawshaw has sent the Society a map and set of photographs of the overhead cable railway at Mountfield from which it is hoped that an article will be compiled for a future issue of Sussex Industrial History. We are indebted to Mr Crawshaw for this contribution and would recommend that other members look around their localities with a view to producing something similar if there are items of IA interest near them.

WHAT'S IN YOUR WILL?

The following is re-printed from NEWSLETTER No.46 April 1985:-

It has seemed to me for some time that there is a lot of Industrial Archaeological material which members have acquired, collected, photographed or researched, much of which may be lying around in the back of a cupboard or drawer. None of us is immortal

and it worries me that much valuable IA material which may have taken many hours of patient research, should be lost if such material is destroyed by some unsympathetic executor.

I have recently had my will redrafted and my solicitor has included the following clause which could be modified according to circumstances. I strongly recommend that any member who possess any IA material should add a similar codicil to their will.

"I GIVE free of capital transfer tax to my Executor all my papers photographs books magazines and other articles and effects which I may have at the date of my death and which relate to my study of Industrial Archaeology on trust that they shall be produced to the Sussex Industrial Archaeological Society acting by their Chairman or General Secretary for the time being in the hope that they will retain the whole or such part as they shall in their absolute discretion select of those items and the receipt of the Chairman General Secretary or other proper Officer for the time being shall be full and sufficient discharge to my Executor for the gift herein. Any such items not being selected by the Sussex Industrial Archaeological Society shall fall to form part of my residuary estate".

RON MARTIN

SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY - INSURANCE

For the benefit of new members a brief summary of the Society's insurance policy is set out below. Cover is in force through the Council for British Archaeology and is in three sections, customary exclusions applying to each section.

1. Public Liability insurance to indemnify the Society and its members for legal liability up to £2,000,000 any one accident for personal injury or property damage, including the liability of one member to another, arising from the activities of the Society, excluding any liability arising from motor vehicles or under contract.
2. Personal Accident cover for members working on behalf of the Society:-
 - (a) £3,000 for death, loss of limbs or sight or permanent total disablement
 - (b) £10 per week for temporary total disablement for up to 48 weeks, excluding the first 4 weeks.
3. Loss or damage to:-
 - (a) equipment and machinery hired or borrowed by the Society, limit £1,000, excluding the first £25
 - (b) the Society's property, limited to £500 for moveable items and £1,000 for static items, excluding in each case the first £10. This section does not cover member's own property or individual items in excess of £100 or damage to buildings.

AMBERLEY CHALK PITS MUSEUM

The highlight of recent weeks, and indeed of this season, was undoubtedly the opening of our 1930s Country Garage by HRH Prince Michael of Kent on Thursday 4th May.

The ceremony was performed by the Prince driving a vintage Vauxhall Wensum tourer through a white ribbon at the garage entrance.

The display is a representation of a typical country garage of the early 1930s with hand-wound petrol pumps with extension arms. Visitors can see various repairs being "undertaken", including a Model T Ford lorry axle. A 1920s Bean touring car loaned by H.D. Steele & Son also features in the workshop.

Also part of the garage is a reconstruction of B.C. Floyd's cycle repair shop formerly in Surrey Street, Littlehampton.

The carriage hoist from the Wadhurst wheelwright's shop was successfully recovered recently thanks to a joint effort by museum staff and SIAS members. We look forward to similar ventures in the future.

The new Museum Library rapidly nears completion: at the time of writing, carpet has been laid, electrical installation is imminent and new bookshelves are ready to erect.

Finally we are sad to lose John Lund, our Technical Officer since September 1982. John officially retires at the end of May and will be sadly missed by us all. We wish him a very happy and contented retirement and look forward to continue seeing him as a regular volunteer.

MIKE WALL - Curator

BRIGHTON'S NORTH LAINE - continuity or change?

As has been noted elsewhere in these Newsletters and in S.I.H. the area of the North Laine is historically the town's main industrial area, and though greatly diminished in importance it still contains much to interest both those whose industrial interests are modern or historical.

Anyone not familiar with the town may find some confusion with the similarity in sound of the words Lanes and Laine. Briefly the former is the set of twittens and small open squares more correctly titled the Old Town, and the latter is the Saxon word for a large open field, and thus refers to the areas of the parish of Brighton that lay outside the Old Town and that subsequently became built over as the urban area expanded. This confusion in terminology is not helped by references in the local press and broadcasting outlets to the North Laine being an extension of the Lanes.

Visitors interested in the I.A. of the town will find the area conveniently located between the railway station and London Road, the Pavilion estate and Trafalgar Street, this area being roughly that given conservation area status by the town council but only about half of the historic area, much of which was redeveloped in the post-war era, some parts very successfully as sheltered housing, some as modern flatted factories. Sadly much that I remember as a boy as intimate houses and tiny workshops is now acres of that much needed Brighton item - car parking spaces! I hesitate to grace the weed strewn plots of rubble and tarmac as actual car-parks...!

Recently there has been a spate of building activity in this area and while much will bring benefit to the town there have been some regrettable losses to I.A. The most unfortunate loss was the large warehouse to the east of the Station, in Station Street that was built as Hudson's Depository, the storehouse of a local furniture removal and storage firm. The building was erected in the late 1840s and was a landmark only overshadowed by the vast bulk of St. Bartholomew's church in the next block or furlong to the north. Latterly the Hudson's store had been in use as a Comet discount warehouse and the lower floors had for many years been the plumbing and hardware firm of E.G. Brown a combination that echoed the past uses of the area as one of storage and metalworking. During March and April of this year the demolition took place and another piece of Brighton's economic history has gone. The only gain is that new vistas of the Station are revealed.

North Laine lies in that area of the urban pattern referred to by geographers as the 'zone in transition' and one of the features of this area is the constant redevelopment and restructuring of local economy that takes place. Thus the old premises noted in the Field Guide as the Brighton Electricity Generating Station in North Road was pulled down a couple of years ago and the site was redeveloped as a large Y.M.C.A. hostel, sheltered housing and office development. Across the road from the hostel the building on the S.W. corner of Foundry Street, the aptly titled BRIGHTHOVE Electro-plating Co, has in the last few weeks been demolished and the steel framework for its replacement is already in place. In Foundry Street at the northern end the old leather goods warehouse of James Smith, a building with the distinctive engraved glass windows, has had its north wall pulled out; luckily the windows proclaiming 'Smith, Boot Factor' have been left intact but whether the fine granite setts that characterised the yard will also survive is unknown. The old goods hoist on this wall has gone.

Is it all doom and gloom? Brighton is a dynamic town, ever changing, and the North Laine changes more than most. Therein lies part of its charm. It is not a museum piece but a working environment that combines a lively retail sector with many specialist shops, a large range of printing and publishing businesses from The Evening Argus building to tiny litho-printers, brass foundries, timber-yards, furniture makers, leather works and builders' stores. The whole area is changing as the role of the town as a whole changes with the reduction in the manufacturing base and the rise of the commercial, retail and service industries. Thus the spread of office spaces into the North Laine has seen with it

the rise of service trades that accompany this change. Snack bars, small cafes and tea-rooms have all grown in number and the change in retail outlets has also altered the character of this area. Where previously there were shops selling workclothing and appropriate footwear for an area of small industry, there are now chic 'designer' clothes shops and sophisticated food and homeware outlets. As the older residential parts of the district lose their social geography term 'working-men's homes' so the transition of the housing into smart town houses by the process known as gentrification takes place. Yet this influx of 'yuppies' into the Laine can have its advantages; like most newcomers to an area they do not want to see too much change, and being of possibly a more articulate generation than the industrial workers they have replaced so they are able to campaign for the retention of buildings and features of historical or aesthetic appearance. In consequence the transition of the Laine from an area of small industries and businesses into its present form of residential and retailing with a clutch of office premises has seen less of the wholesale destruction wrought upon other areas of the town that were once industrial in appearance, such as the district north of St. James' Street and Edward Street.

Members interested in exploring the area should take advantage of it before too much transition takes place in this very interesting neighbourhood. Anyone who would like to contact me for an itinerary through this part of darkest Brighton may do so at the address given on the back page of this Newsletter.

GEOFFREY MEAD

References:-

- P. & J. Holtham, "The North Laine of Brighton" SIH 15 (1985/86) p.22
- G.E.F. Mead, SIAS Newsletters 49, 54, 56, 59
- Austen, Cox & Upton (ed), Sussex Industrial Archaeology: A Field Guide (1985) p.1
- A.J. Haselfoot, The Industrial Archaeology of South-East England (1978) p.73

LITERARY INDUSTRIAL ARCHAEOLOGY

The subject of IA has brought forth a range of books devoted to the study, recording or plain enjoyment of our interest - railways probably top the list, but windmills, ships, bridges, motorcars, oral histories of working lives all pour off the presses, sometimes with monotonous regularity. Are we then in danger of losing amongst all this academic and nostalgic work IA gems that have appeared in otherwise non-IA works? How often have we come across items that come under the IA heading in novels or poetry? Immediately think of the Wealden iron industry referred to in Puck of Pook's Hill by Kipling:-

"See you the dimpled track that runs
All hollow through the wheat
O that was where they hauled the guns
That smote King Philip's fleet"

Daniel Defoe's A tour through the whole island of Great Britain published in 1724 gives much detail on industry at a time when production was rapidly increasing, e.g. the Canterbury silk weaving, Wealden iron, Shoreham shipbuilding, Chichester granaries, as well as numerous items on the great industrial areas of the north.,

Surprisingly for a work entitled A general view of the agriculture of the county of Sussex the Rev. Arthur Young includes many industrial elements in his 1813 treatise. Roads and bridges, canals, charcoal, lime, timber, coal freight, iron, gunpowder, paper, bricks and potash; all entered with many details of costs and labour.

It would make a useful addition to the Newsletter if members could write a short note on 'Hidden IA' sources of which they know.

GEOFFREY MEAD

VINE'S WINDMILL

With reference to Sussex Industrial History No.18, (The Windmills and Millers of Brighton), I have received a letter from Mr R. Philpott, Leylands Farm, North Chailey, which gives more detail of the history of Vine's Mill. It reads:-

My great grandmother Ruth Knight who later married Daniel Pannett was born in

Wivelsfield, and writing home from her employment in Brighton in 1832 she makes the comment that her brother Thomas who worked with Mr. Vine would like a different colour smock.

I believe he later worked Bear Road and East End Mills. She also wrote saying her employers weren't satisfied with the flour and would her father John Knight send some flour from the watermill at Lindfield. Mr. Pim was the carrier at that time.

HAROLD T. DAWES

THE HANLYE HAND-TRUCK

About five years ago I rescued this tiny truck from an antique dealer who, not realising its worth, was about to destroy it in order to clear out his shed.

It is basically an oak hopper with iron strapping which rested on, and is removable off of, a trestle chassis; extra strengthening bars hold it together and protect it from spade damage.

The truck is 4ft. long by 2ft. high with 6in. ground clearance; the width is 1½ft., increased to 2½ft. due to the outrigger(s) which could be laid across the top in the rollocks. It ran on only two large oak wheels which were metal-banded; neither of them swivel so it could only have been designed to run in a straight line. The axles have the characteristics of a cart-wheel axle, which makes me believe it could have run in a cut channel in the ground - stability being provided by the truck nestling into a deep groove.

In motion, the L-sided chassis would have kept the hopper from being dragged off - there is the remains of a mild attachment chain, allowing tipping to one side only. The outrigger(s) inclusive of wheels would suggest that the truck ran along a purpose-built gantry or tunnel so that vertical stability would have been assured. Once outside, however, the whole device might have promptly fallen over unless the groove was sufficient to keep it upright.

The 2 cu.ft. capacity would have allowed for very little volume, and the hopper itself needs two people to lift it but probably one person could push it loaded without too much difficulty. So the task is now to define for which extractive industry it was designed - and this is where the problems start, and the trail begins.

The truck was obtained from Balcombe Forest, West Sussex. The owner could tell me nothing about it, or where it came from, although someone, at some stage, had coated it in protective paint.

Slides taken of it have been sent to various experts - Amberley Chalk Pits Museum, Department of Engineering at the Science Museum in London, the NAMHO Conference involving various industrial museum curators - but no-one can say what it is, and specifically what it was used for. Various suggestions have been made, including iron furnace gantry hopper or chalk mine wagon, and as one person stated: "It was made, therefore it was useful - but I imagine it was a one off. In any other situation I think the reaction would have been to shoot the designer."

There are some lines of research I will be doing to follow up certain ideas:-

Was it used in the mines at West Hoathly, some three miles distant?

These were sandstone, so a bit unlikely I think.

Was it used in the clay industry - small scale brick-making, whose ponds are scattered amongst the woods and fields of this area? - Too small probably.

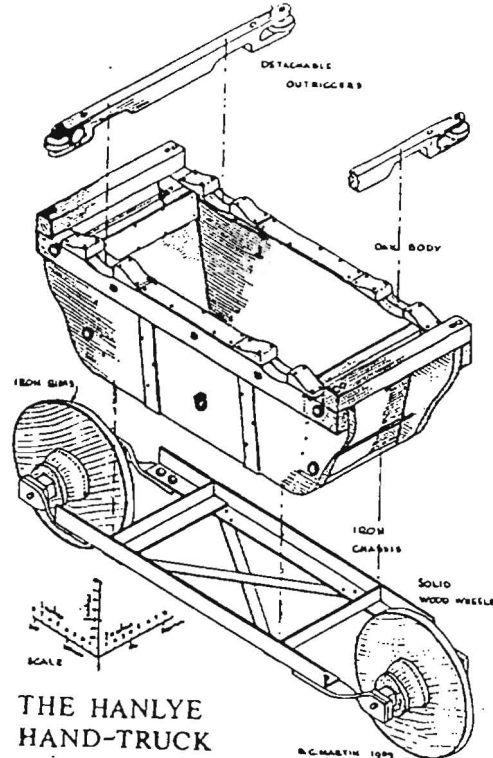
Was it used in the removal of blockages in tunnels or sewers locally?

Was it specially used in the boring of the Balcombe Tunnel, constructed for the London-Brighton railway line which opened in 12th July, 1841?

This last idea is quite an exciting possibility as the house and shed where I came across the truck are only a mile distant from the railway and would have been built around the sixteenth or seventeenth century. The house is also next door to the Cowdray Arms in Balcombe Forest which would probably have accommodated the managers of the diggers of the Tunnel. Is it possible that after the completion of their work, the truck was left behind at their billeting quarters and kept preserved in the shed for 150 years?

My research will take in the British Rail Historical Records, the Water Board Archives, local brick industry managers and experts within the Sussex Industrial Archaeological Society, and I will gladly present my findings in a later bulletin. In the meantime I would be happy to hear from anyone who has any other ideas of what the truck might have been used for.

L.DONE



THE HANLYE
HAND-TRUCK

The following two items are reprinted from the East Grinstead Society's Bulletin 44 (Autumn 1988) with the kind permission of the author and the Society.

LIME KILNS IN EAST GRINSTEAD

In an article 'Lime Kilns in Central Sussex' in Sussex Industrial History, no.2 (Summer 1971), pp.23-30, Mrs M. Holt explains that the production of lime from chalk was boosted in the late 16th and early 17th centuries by its use as a fertiliser by agricultural improvers and by the demand for it for infilling and plastering walls and making mortar as brick and stone became more extensively used in building. Wood, peat or furze was normally used for firing the kilns. In the 18th and 19th centuries it was common for each farm to have its own kiln and there were others on road verges, commons and wastelands. There were some families who travelled the country working the kilns and some commercially operated kilns.

Mrs Holt does not include East Grinstead in the area covered by her article but W.H. Hills in his History of East Grinstead states (p.13), without citing any authority, that the public lime kilns formerly stood at North End on the Common (enclosed piecemeal from c.1760). Farmers fetched chalk by road from Lewes and made their own lime in the kilns which were used by whoever needed them and so 'disputes in regard to their occupation were not rare. The cartage of chalk was so great and so necessary an industry that by many general and local Acts conveying it were exempted from the payment of tolls, but a special clause was inserted in the last Act governing the East Grinstead roads (1850), withdrawing this exemption in regard to chalk and lime and continuing it in regard to lime only when being conveyed for use in improving land'.

The only private lime kiln specifically noted so far is that at Mays Farm in 1836. Kiln Field at the same farm is mentioned in 1840 and 1841. In the latter year there was a Lime Kiln Field at Hill Place.

Other Kiln Fields, Kilnfield Woods, Kiln Platts, etc. are recorded at various dates

from 1776 to 1884 at some 14 farms all over the parish. They include a Kiln Field at Moats Farm in 1776 (known in 1597 as Katherine Pasture and in 1820 as Three Acre Field) which probably takes its name from brickworking as it adjoins the Brick Kiln Field. The Kilns Field at Hoskins Farm in 1841, however, seems from the plural more likely to owe its name to limeworking. In 1808 and 1841 the lane from Gullede to Hophurst was known as Kiln Lane. As with the field names it probably indicates limeworking but in the absence of any other evidence one cannot be certain.

M.J. LEPPARD

LIMEKILNS IN EAST GRINSTEAD: FURTHER NOTES

An article by the present writer in The Bulletin of the East Grinstead Society 28 (Spring 1980) was a somewhat exiguous gathering of information on local limekilns, since when enough further fragments have been gathered to warrant this brief sequel.

From 1850 to 1852 Robert Crawford of Saint Hill contributed a series of letters (some pseudonymous) to the Sussex Agricultural Express on farming matters,(1) one of which, dated 10 April 1851 and headed 'Lime and Guano', shows what using lime involved. Five tons of chalk had first to be fetched from White Nobs Pit 15 miles away. The Surrey and Sussex Turnpike Trust levied tolls on it, 17s. had to be paid to the burner and 800-1000 faggots were needed to burn it. Three or four carts were then needed for the day to take the lime to the field, where it was spread with shovels. With all these expenses the cost of using lime averaged £3.6s.8d an acre. Guano, on the other hand, averaged £2.4s.4d an acre. Even so, he approved of the occasional use of lime.

Hall Brothers of Merstham Lime Works (a family business now a well known multiple) responded with a letter arguing the advantages of lime over guano and Crawford replied emphasising his opposition to coal-burnt lime.

On 29 May he returned to the subject, remarking that there were five limekilns on about 1000 acres round his house. Each tenant had about three burns a year, for which one central kiln would suffice. One of the five hadn't been used for 20 years.

William Hall, lime burner 'near Godstone', had supplied lime for an extension to East Grinstead vicarage in 1848.(2)

In 1859 'a piece of land with a limekiln erected thereon on Ashurst Wood Common' provided part of the site of the Congregational chapel (now the 'new' St. Dunstan's).(3)

In or soon after 1906 Robert Payne Crawford mentioned 'an old limekiln' by the road (now a footpath) from East Court Cottage (Estcots Farm) to Fairlight in identifying the Pit Field used by the local Volunteers in 1803.(4)

References:-

- (1) Included in his scrapbook, kindly loaned for study by Dr R. Crawford of Tenterden
- (2) Kent Archive Office, U269 L91/1
- (3) Conveyance John Mills to Benjamin Slight, recited in conveyance Slight To Trustees, 4 May 1863 (ex inf. Mr P.D. Wood)
- (4) His interleaved copy of W.H. Hills, History of East Grinstead (1906), at p.167, loaned for study as above.

M.J. LEPPARD

BOOK REVIEW

Backyard Brighton - QueenSpark Book No.20 1988. QueenSpark Books, Prior House, Tilbury Place, Brighton BN2 2XG. £3 plus 40p post and package.

This book was compiled by the QueenSpark team with the staff of the Lewis Cohen Urban Studies Centre and is the latest in a string of accounts of working-class life in inter-war Brighton.

It is based upon two valuable sources linked in a most effective way. Last year a collection of photographs was loaned to the Urban Studies Centre by the Borough Council. They were from the Borough Health Department records and were commissioned by the Medical Officer of Health in 1935 to accompany compulsory purchase orders made on some of the town's poorest housing.

The archive of prints, recently featured in a fine display at Brighton College of Art, can be viewed on a variety of levels. Some stand as works of art on their own - sunlit

courtyards, dramatic rooflines, shadowed cobbles, tunnel-like entries. Other views can be seen as epitomising the 'classic slum' - open drains, outside W.C., horrendously cramped yards, gloomy shadowed rooms; while other scenes appear almost rural with cottage style gardens, tree lined courts, and vernacular building materials.

Linking these images are a series of transcribed taped interviews with former residents describing living conditions, workplaces and the general social life. It is this feature that reveals the real facts of life for many in 1930s Brighton, poverty tempered with strong social cohesion, a rich fabric of urban life which contrasts starkly with the travel poster image of the town.

How to view these images? Certainly a vision of a lost world that we can only glimpse here, however nostalgia must not obscure the horrendous overcrowding, high child mortality rates and grinding soup kitchen poverty. But what character in these buildings, what wealth of work in these streets; how much we have lost in a physical sense can be seen by comparing these 'slums' with similar buildings preserved elsewhere in the town, especially in the North Laine area - present yuppie heartland of Brighton!

Criticism of the book is really in its lack of background detail to the published information. No main map is included to locate the streets presented and some that have completely gone will not be known at all in the 1980s: e.g. Regent Court - now below Marks and Spencer warehouse or Edwin Place still a derelict site 50 years after clearance. The small street plans have no scale or compass point making comparison of location difficult and one that accompanies the King Street section (see Newsletter No.58) is incorrect! A former resident informs me the pubs are incorrectly placed and the Flying Scud is missing from the street! (Question - why are pubs no longer given names as evocative as the Flying Scud?)

This is the social background to Industrial Archaeology, the story of the workers, their homes, their lives, previously only glimpsed in novels such as Patrick Hamilton's West Pier or more famously Graham Greene's Brighton Rock. This book goes some way to redress the balance with tourist town Brighton and is a welcome addition to a truer image of the town.

G.E.F. MEAD

INDUSTRIAL ARCHAEOLOGY IN THE BRIGHTON AREA

I hope to be holding a weekend dayschool including a walkabout on the above topic on Saturday 10th March 1990(!)

Members interested can obtain more details by ringing the Centre for Continuing Education, Sussex University, Brighton 606755 - ext. C.C.E.

GEOFFREY MEAD

EAST SUSSEX MILESTONES Sussex Industrial History 5 (Winter 1972/3) pp.2-13:

Early in 1989 iron milestone 28 in the 'Bow Bells' series on the A22 at Felbridge (N.G.R. TQ371402) was reported missing. Enquiries established that it had not been removed by the local authority so it must be presumed to have been stolen. Before disappearing it was lying uprooted for a few days, perhaps hit by a vehicle.

M.J. LEPPARD

LEATHER WORKING IN SUSSEX Sussex Industrial History 19 (1989), pp.2-10:

A well researched and documented survey Leather and Cloth: Two Rural Trades in the Parish of Warbleton by M. Beswick was published as Warbleton and District History Group's Publication no.8 (1985).

A survey of 'Leather Working in East Grinstead' by M.J. Leppard appeared in the East Grinstead Society's Bulletin 19 (May 1976) (obtainable, like all back numbers of the Bulletin, at 50p + postage from M.J. Leppard, 20 St. George's Court, East Grinstead, RH19 1QP).

M.J. LEPPARD

IN SEARCH OF HUMAN TREADMILLS

East Kent Mills Group member, Mrs Patricia Parr (also a SIAS member), is very interested in trying to trace the whereabouts of treadmills worked by manpower. So far she has managed to trace a number, all outside Sussex. She would appreciate information

about any treadmills that are known to exist with the approximate location. If you can help her, her address is 6 New Road Cottages, Herne Common, Herne Bay, Kent, CT6 7LF.

Extract from the Sussex Weekly Advertiser for 26th July, 1790

"RIVER OUSE NAVIGATION
BRICK MOULDERS
WANTED IMMEDIATELY

A NUMBER OF BRICK MOULDERS to mould a large quantity of Bricks this season, to whom good encouragement will be given, by applying to Messrs PINKERTON at the Bear Inn Lewes.

N.B. Moulders will be found a good job in the winter and brick making again next season"

Extract from the Sussex Weekly Advertiser for 15th October, 1787

"FOR SALE BY AUCTION

All that copyhold Messuage or Tenement, with the Brick Kiln and about 4 acres of good meadow land thereto belonging, situated at Ridgewood Common in the Parish of Uckfield and now in the occupation of George TAYLOR - for further particulars apply Messrs FARMER & STONE, Attorneys at Mayfield".

Extract from the Sussex Weekly Advertiser for 9th May, 1791

"WANTED IMMEDIATELY

A JOURNEYMAN BRICKMAKER. A good hand may have constant employment by applying to JOHN HARMER, Ashburnham, Near Battle".

Extract from the Sussex Weekly Advertiser for 18 and 25th August and 1st and 8th September, 1794.

"TO BE SOLD BY PRIVATE CONTRACT

Upwards of 400,000 bricks at Sarsland and Bigse's Brick-kilns, in the parishes of Ardingly and Cuckfield.

The bricks are put into small lots for the convenience of purchasers and those at Bigse's kiln are within ½ mile of the turnpike road leading from Cuckfield to Crawley".

EAST SUSSEX SENTENCES OF TRANSPORTATION AT QUARTER SESSIONS 1790-1854

A list, with introduction and indexes of persons, places and occupations, of all the 827 men and women from East Sussex who were sentenced to Transportation at the Sussex Court of Quarter Sessions between 1790 and 1854.

(v + 37pp; card cover; published by, and obtainable from, the Friends of the East Sussex Record Office, The Maltings, Castle Precincts, Lewes, East Sussex BN7 1YT, U.K., 1988. Price £2.00 plus 22p postage and packing. Cheques etc. should be made payable to Friends of the East Sussex Record Office.)

THE NATIONAL GAZETTEER OF GREAT BRITAIN & IRELAND (1867)

I have in my library 12 weighty volumes of the above work which contain a wealth of information on Victorian communities much of which will be of interest to members, and with this in mind I have abstracted those parts of the entries I believe will bring a contemporary light on aspects of Sussex trade and industry of that period. As this is a comprehensive listing I will serialise it in a similar fashion to my recent pieces from the Brighton Herald photo archive.

p98 ARUNDEL "a market town, a bonding port, a station on the Brighton & South Coast Railway. The river is navigable up to the town for vessels of 150 tons burden, those of a larger size unlade at Little Hampton (sic) 4½ miles distant. About 50 vessels belong to the port and they are chiefly employed in the coasting trade. The principle exports are timber, corn, bark etc. the imports coal, fruit etc. In 1813 a canal was constructed connecting the Arun with the River Wey a feeder of the Thames and in 1828 was opened the Portsmouth and Arun canal. Its length from the Arun to Chichester Harbour is 12 miles and it passes Barnham, Merston and Donnington having in its course 4 locks and a fall of 21 feet."

p207 BATTLE "in the neighbourhood are extensive works for the manufacture of fine gunpowder for which the place has been celebrated from a remote period."

p217 BECKLEY "The district contains some iron-sand and ironworks were formerly established here."

p258 BEXHILL "The parish contains some hop grounds, a bed of lignite and several mineral springs."

p357 BREDE "Hops are cultivated here and there is an iron foundry which gives employment to some of the inhabitants."

p371 BRIGHTON "The pier is a prominent feature of the town, was erected in 1822 from designs by Capt. Browne RN at a cost of £30,000. It is a noble structure consisting of four spans of equal length suspended by 8 massive chains carried over iron towers which rest upon foundations of piles driven deep into the rock. The pier is 1137 ft long and about 14 ft broad. At its head is a transverse platform 60 ft long and 20 ft broad paved with granite and resting on piles. The town is lighted with gas and well supplied with water raised from wells by powerful engines situated in the Lewes Road in the parish of Preston where the reservoirs and works cover 15 acres. The mains and service pipes are said to exceed 100 miles in length but the rate of supply was high and unsatisfactory until the sinking of the Warren Farm well which penetrates the chalk to the depth of 1285 ft at which depth an undercurrent of pure water was reached on 16 March 1852. The railway terminus situated at the north end of Queen St (sic) is a spacious pile of buildings with a colonnade and an illuminated clock. It has recently been much enlarged and together with its offices and workshops covers 20 acres giving regular employment to above 1000 men in the building and repairing of rolling stock and 150 men in the traffic dept. The manufacture of Tunbridge-ware is carried on by some of the inhabitants."

p558 CHICHESTER "possesses no manufactures though woolstapling, tanning and brewing are carried on to some extent, there are also several large malting establishments ... some trade is also carried on in timber and coals. The port of Chichester is at Dell Quay about 1½ miles from the city; a short canal which joins the Arundel canal as it passes to the south of the city connects it with the sea at Chichester Harbour. The canal is chiefly used to convey coals, but since the opening of the South Coast Railway it has been of much less importance. Townshends iron foundry is an establishment of considerable importance and there are extensive gas works."

p703 CUCKFIELD "the houses are well built of brick. The pathways are laid with bricks of red clay which is found in the vicinity as is also a stratum of peculiarly white pipe clay."

p723 DALLINGTON "The district abounds with iron-ore and several blast furnaces were formerly erected here for smelting the ore, but have long been discontinued for want of fuel, the timber being now too valuable to use for this purpose."

p769 DITCHLING "on the common is a small pottery."

GEOFFREY MEAD

SUSSEX MILLS GROUP

The aims of the group are:-

- (a) to promote the preservation and restoration of mills and related objects of historical or technical importance,
- (b) to record the physical remains of mills and their related activities in the counties of East and West Sussex,
- (c) to study and preserve documentary and other types of records relating to the milling history of East and West Sussex.
- (d) to publish the result of such recording and study.
- (e) to provide a forum for related societies.
- (f) to promote educational involvement with related projects before, during and after restoration.

The Committee of The Sussex Mills Group is:-

Chairman

F.W. Gregory, "Maldon", Maldon Road, Brighton, East Sussex. BN1 5BE 0273 505754

Secretary
D.H. Cox, 3 Middle Road, Partridge Green, Horsham, West Sussex. RH13 8JA
0403 711137

Committee
P.J. Hill, 97 Holmes Avenue, Hove, East Sussex. BN3 7LE 0273 776017
J. Minns, The Old Watermill, Hellingly, Hailsham, East Sussex 0323 844325
J. Muddle, Upper Mill, Plumpton Lane, Plumpton, Lewes, East Sussex 0273 890418
P. Pearce, 24 Angus Road, Goring by Sea, Worthing, West Sussex. BN12 4BL 0903 41169
B. Pike, Stream Cottage, Coggins Mill, Mayfield, East Sussex. TN20 6UP 0435 873367
C. Potten, 25 West Way, Hove, East Sussex. BN3 8LS 0273 419228
S. Potter, Clayton Holt Lodge, Clayton, Hassocks, West Sussex. BN6 0PL 079 18 3297

Now that we are slowly getting going I thought that a few words from the Mills Group Secretary would be in order. First I am sorry to have to report that Charlie Potten has been unable to carry out the tasks that he agreed to undertake for the Mills Group due to ill health. We wish him well.

At the meeting held on 14th March 1989 we had a discussion on a constitution and followed this with reports from those present giving the latest position on their mills. These are from the notes that I made.

Barnham Windmill. The mill is being threatened with development around it and a "Friends of Barnham Windmill" group has been formed mainly to fight the proposed development. Contact is Mr J.P. Auckland at 2 Mill Cottages, Yapton Road, Barnham, West Sussex PO22 0BG.

Cross-in-Hand. Mr Newham reported that work was in progress slowly to restore the mill. Steel stocks had been made. The main sheer legs are cracked and are in the process of being replaced. There is much work to be done but the intention is to have the mill back to full working order.

West Blatchington Windmill. Peter Hill reported that work was proceeding on the mill. The building was structurally sound but some of the timbers need to be replaced. The mill is fortunate in being owned by a sympathetic Hove Borough Council. Come and see for yourself on 20th August 1989 on one of our visits.

Jill Windmill. Simon Potter reported the work was nearing completion on damage caused by THE STORM. A full set of shutters had now been fitted, with two sweeps due to be fitted in April 1989. They hope to be milling by July 1989. Again come and see on 20th August.

Upper Mill, Plumpton. John Muddle reported that 14 years ago the mill was a holiday bedroom, the water course was diverted and the water wheel buried. Now the wheel has been dug out, the water restored and the machinery cleaned. The roof was damaged by the hurricane but has now been repaired.

High Salvington Windmill. Peter Pearce reported that work was proceeding. The bedstone had been reset. Work is progressing on the drive to the stones. The Mill is now turning but not driving the machinery as yet. The meal bin is under construction.

Nutley Mill. Brian Pike reported that the mill was badly damaged in the hurricane. There was a cracked sheer with the mill leaning at 10 degrees. At present the mill is propped up with "Acrows".

Lowfield Heath Windmill. Peter James reported on good progress with the removal and re-erection of the mill at Charlwood. The new roundhouse is rebuilt to the old design and restoration continues in the barn. It is hoped that by October 1989 the mill will be built and have one set of sails fitted.

For those with some spare cash the following mills are up for sale.

Sheffield Mill Farm, Nr. Fletching, East Sussex £750,000
Wealden Ironmaster's house, listed, with watermill, barn and 5 acres, with 9 acre mill pond. Mill retains waterwheel and machinery. Dawson Hart, the Mews, Station Road, Heathfield, East Sussex 04352-5466

Wanford Mill, Bucks Green, West Sussex £550,000
Gutted watermill conversion, listed, with barn, outbuildings and 3 acres. Hamptons, Britannia House, High Street, Cranleigh, Surrey GU6 8AU 0483-274204
Also at Burton Mill Mrs Mills is trying to find someone to take on the lease of this complete working mill.



Anyone recognise this?

Could be Henfield area?

Finally the Mills Group is looking for a sub-editor to stand in for Charlie Potten. Any offers?

DON COX

MEMBERSHIP CHANGES

J.D. Brattle, "Bearsden", Park Road, Barnham, Bognor Regis, PO22 0AQ. Yapton 552168
P. Dawson, Heather Patch Cottage, St. Olives Cl, Cross-in-Hand, Heathfield, TN21 0QE
Heathfield 3415

C.J. Dowd, Patcham Mill, Mill Road, Brighton, BN1 8ZD. Brighton 501169
A. Hancock, The Old Mill House, Horsted Keynes, RH17 7AZ. Danehill 709-328
H.S.R. Hawkesley, 10 Albion Road, Tunbridge Wells, Kent
P.J. Hill, 97 Holmes Avenue, Hove, BN3 7LE. Brighton 776017
P.M. Pearce, 24 Angus Road, Goring-by-Sea. Worthing 41169
R. Philpotts, Leylands Farm, North Chailey, Lewes, BN8 4DL Newick 2320
S. Potter, Clayton Holt Lodge, Clayton, Hassocks, BN6 9PL Hassocks 3297
K.M. Preston, 11 Rill Walk, East Grinstead, RH19 3XR
B. Reynolds, Parsonage Farm, Yapton Road, Barnham, Bognor Regis, PO22 0BD
0243-551117 and 552176

K.J.W. Strudwick, 39 Morton Road, East Grinstead, RH19 4AF 0342-313401
C.E. Waite, 48A Wannock Road, Lower Willingdon, Nr. Eastbourne, BN20 9SD Polegate 4763
A.E. Bancroft, Springfields, Ogbourne, Colerne, Nr Chippenham, Wilts, SN14 8DJ 0225-742156
S.A. Boakes, 64 Wyndham Road, Petworth, GU28 0EQ Petworth 43491
Miss L.E. Brook, 60 East View Fields, Plumpton Green, Lewes, BN7 3EF Plumpton 890411
L.C. Cole, The Mill, Upper Horsebridge, Nr. Hailsham
R. Girling, 16 Hawkins Way, Hailsham Hailsham 847608
J. Hunter, "Denarius", New Road, Codford, Warminster, Wilts, BA12 0NS 0985-50768
N.D. Iden, 12 Elmwood Avenue, Bognor Regis, PO22 8DE 0243-827451
T.J. Martin, 21 Baldwin Avenue, Eastbourne, BN21 1UJ 0323-31514
Mrs S. Montford, 10 Claremont Road, Brighton, BN1 6SG Brighton 509209
R.J. Pike, Stream Cottage, Coggins Mill, Mayfield, TN20 6UP 0435-873367
W.B.T. Pike, Stream Cottage, Coggins Mill, Mayfield, TN20 6UP 0435-873367
Mrs B. Terry, "Milldene", 18 The Millrace, Wannock, Polegate, BN26 5LP Polegate 5788
M. Gane, 11 St. George's Gardens, Tolworth, Surrey, KT6 7PF 01-397-5787
Miss J. Deeks, "Brynhir", 4 Wendy Ridge, Rustington, BN16 3PJ Rustington 785935
R.A. Lowe, 106 Braemar Road, Bridgemarky, Gosport, Hants Fareham 289398
D.J. Cooper, Bolebrook Mill, Edenbridge Road, Hartfield, TN7 4JP 0892-770425